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PRIVATE RESIDENTS AT THE
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NEWS OF THE FAR EAST
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with which is incorporated the
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per annum. Postage to any part of
the World \$2.

Hongkong Daily Press.

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Hongkong, 15th October, 1906. 45

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Hongkong, 27th June, 1905. 43

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AT CHEAPEST PRICE.

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CHINESE PORCELAIN WARE,
&c. &c. &c.
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Opposite Connaught Hotel.
Hongkong, 18th December, 1906. 2297

CANTON.

(FROM OUR CORRESPONDENT.)

January, 4th.
THE RAILWAY COMPANY: MORE TROUBLE.
A few days ago I reported that Viceroy Chou Fa had issued a decree appointing a committee of four shareholders to investigate the accounts of the Canton Hankow Railway.

Since then the Viceroy has authorized the establishment of a new department called the "Government Railway Office" and appointed the Provincial Treasurer and T'ai-tai Shum Tung as Directors. Yesterday the two last mentioned officials issued the following proclamation:

"This proclamation is issued by order of Viceroy Chou Fa to inform the public that several deputies have been appointed to work jointly with the four shareholders whom the Viceroy had nominated to investigate and audit the accounts of the Yuet-Han Railway. Deputies have already been forwarded to those deputies and also to the Railway Company notifying them of the investigation of accounts. The shareholders will understand that the investigation of the accounts of the Railway Company was specially authorized by the Viceroy and it will be done under the supervision of deputies appointed by us. Our sole object is to protect the railway and the shareholders. This special investigation is entirely different from the ordinary investigation provided for in the regulations of the company, in which it is stated that the holder of one share is at liberty to inspect the accounts of the company. Every day two deputies will attend at the office of the company with accountants and work in conjunction with the committee appointed to examine the accounts. This is a matter of great importance to the shareholders in general and they are requested not to overwork the office and cause confusion. Should any one under pretext of being a shareholder or an employee of the company interfere or cause trouble such person will be immediately arrested. A despatch has been forwarded to the Chief Police Station requesting the latter to despatch a body of police to the office every day so as to preserve order. This proclamation is issued to inform the Railway Company and the public in general that the investigation of the accounts is to protect the interests of the shareholders. Therefore they should not overwork the office or cause any inconvenience or interfere in any way whatsoever."

On the other hand the Directors of the Railway Company have issued and circulated thousands of circulars to the shareholders and the general public stating that Viceroy Shum had decreed and notified the public that the Yuet-Han Railway has already been formally floated, the first instalment of 20 per cent on each share has been collected and they were legally appointed directors to manage the concern; that they have cancelled all the shares subscribed by Chan Kung Yu, Chan Chik Yu and Yeung Sai Nam, Hongkong merchants, who have subscribed for only a handful of shares. Now Viceroy Chou Fa has issued a decree appointing a committee to investigate and audit the accounts of the company which we have no doubt will eventually turn out to be correct as the Chinese proverb says "When the river swallows one is able to see the stones." On account of the above the value of the railway shares in the market has been daily falling and thus the interest of the shareholders have been minimized. We have established a shareholders' association in Fu Sin Kai so that meetings may be convened there to discuss railway matters. Nine meetings will be held at the association every month. This is done to protect the interests of the public. We have telegraphed to various places abroad to inform the shareholders of this.

Yesterday a person of some influence here managed to get access to the seal of the General Chamber of Commerce and made use of it to stamp the following petition which was forwarded to the Government Railway Office.

"To the deputies of the Government Railway Office.
We beg most respectfully to inform you that we absolutely refuse to permit Chan Kung-yu, Chan Chik-yu and Yeung Sai-nam to enter the Railway Company and investigate the accounts. (Signed) MEMBERS OF THE 72 GUILDS."

The Provincial Treasurer and T'ai-tai Shum Tung finding that the letter bore no signature took no notice of it.

It is said that Viceroy Chou Fa intimated that he would prohibit any meetings at the new Railway Association.

The new market building at the western suburbs was completed by the Government several months ago but only a few stalls have been occupied owing to the high rent demanded. The deputy in charge of the market has notified the public that he will put the stalls up to public auction.

HOCKEY.

CLUB V. H.M.S. "DIADEM."

On the Club ground this afternoon at 4.45 p.m. the Club, playing in colours, will be represented by A. F. B. Livesey, R.N. goal; L. Murphy and B. V. Wilkinson, backs; C. P. Chater, T. H. Greenwood, B.N., and T. C. Gray, halves; J. Hooper, P. J. Wodehouse, Capt. Philpotts, R.E., and A. F. Orward, forwards.

Norway's national anthem is the same as Great Britain's namely "God Save the King." But a new "national air," written by Bjornson and composed by Richard Nordraat, known as "Ja Viesler detts Landet," has found considerable popularity among the Norwegian people. A special arrangement of this air for the whole of the Household Brigade bands has been made by Lieutenant J. M. Rogan, Coldstream Guards.

HOME AND CHINA AFFAIRS.

(FROM OUR OWN CORRESPONDENT.)

London, December 31st.

SINGAPORE DOCK SCHEME.

In glancing through my papers the other morning, I was not greatly surprised to learn that one of the Liberal members has been displaying a little curiosity over the recent arbitration in connection with the Tanjong Pagar Docks, at Singapore, and the circumstances under which Lord St. Aldwyn, better known as Sir Michael Hicks Beach, was paid the enormous fee of £5,750 by the late government for presiding over the arbitration. Mr. Wedgwood has been inquiring if any further sums, as travelling expenses and so on, were paid to the arbitrator and for purposes of comparison what fees and travelling expenses were allowed the other members of the arbitration board. Some of the more pronounced Radical organs seem to think that the whole affair bears the general aspect of a job, and it is suggested that the arbitration might just as well have been held in London instead of so many thousands of miles from home.

INDO-CHINA S. N. CO.

Although the fact does not appear to have received much notice in the Press, an important meeting of shareholders in the Indo-China Steam Navigation Co. was held last week for the purpose of considering various resolutions altering the articles of association of the institution. From what I have been able to glean of the proceedings it appears that, in view of the fact that the company has been registered for something like 25 years the directors consider that new legislation and changes in laws governing corporations have rendered it desirable to bring the constitution and rules of the company into greater accord with modern requirements. It is now proposed that the articles of association should include power to subdivide the shares in different classes of smaller amounts, an enlargement of borrowing powers, and the issuing of dividends either in scrip or cash. A colleague of mine who recently interviewed Mr. J. R. Michael, of Hongkong, informs me that objection was taken to the hurried manner in which the proposals were brought to the notice of shareholders, and Mr. W. Kewick, M.P., was asked whether the suggestions had been circulated among holders in China. To this the Chairman replied that he had wired the gist of the resolutions to the representatives of the company in the Far East, and no reply having been received from Messrs. Jardine, Matheson & Co. it was assumed that the proposed alterations met with their approval. Mr. Michael thought the point was doubtful, and as regards the proposed division of the existing 120,000 ordinary shares of £10 each into two shares of £5 each, preferred and deferred, and an apportionment of the rights of such class of shares as from January 1st next, said it would not be very favourably received. According to the statement of the directors the division is recommended as calculated to give to the preferred ordinary shares which will carry a cumulative dividend out of its profits, after providing for reserve and other outgoings, of 5 per cent and priority as to capital—a special attraction to investors who desire a security that at all times possesses a high character, and to holders of the deferred ordinary shares an investment entitled to surplus profits after providing for the dividend on the preferred ordinary shares. Mr. Michael thought that shareholders in the Far East would not be satisfied with the 5 per cent as they were in the habit of paying their bankers something like 6 and 7 per cent. The resolutions were put to the meeting and carried, but I understand that when they come up for confirmation next week further views will be expressed on the subject.

THE CHINA SOCIETY.

I saw from the programme of the first session of the China Society of London that quite an entertaining series of meetings will be held next year. H.E. Wang Tsi-shih, the Chinese Minister, will read the opening paper next month, and other lectures are promised by Mr. Lawrence Binyon, of the Prints Department, British Museum, Prof. H. A. Giles, Mr. J. C. Hall, M.P., and Z. H. Chow. The Council is now making the co-operation and support of those interested in the Society, which aims at acquiring and diffusing a better knowledge of the Chinese people, their institutions, character and history; studying their ancient and public civilization, and promoting the spirit of national friendliness and good will. The Society has certainly secured a very representative body of officers, and as its objects in no way clash with those of the China Association its prosperous future seems almost assured. Mr. Geo. Jamieson, C.M.G., is President and Sir Walter Hillier, Vice President, of the Council. The hon. secretaries are Messrs. Byron Brennan, C.M.G., and Ivan Chén, Secretary, Chinese Legation.

A PERMANENT MEMORIAL.

There are quite a number of old "Poly" boys in Hongkong, Shanghai and other centres in the Far East, who will be interested to learn that a permanent memorial to the late Mr. Quintin Hogg has been erected in Langham Place in full view of the Polytechnic which, "Q. H." as he was popularly known, founded in 1872. A statue has been unveiled by the Duke of Argyll, in which George Frampton, R.A., represents the noble benefactor of so many young men in a sitting position reading from a book to two lads (one clad in football attire). I have since visited the Institution, and was very pleased to hear that many "Poly" boys in China continue to keep in close touch with old school fellows attached to their Regent Street house.

THE KOWLOON-CANTON RAILWAY.

Early in the summer the member for East St. Pancras put a number of questions to the Under Secretary of State for the Colonies on the Kowloon-Canton railway project. The replies were not satisfactory, and had been given to understand that Mr. H. C. Lee intended reverting to the subject before the termination of the present Session. I am sorry to say that this is now out of the question—owing to ill-health he has had to pair and is wintering at the Continent. The question, however, will not be lost sight of by those interested in China, and in view of the cable respecting the protest against the railway loan agreement with the British and Chinese Corporation I should not be surprised if the matter again crops up in Parliament in the course of the next few days.

BACK TO THE EAST.

After having spent a very pleasant holiday at home, Mr. J. R. M. Smith, the manager of the Hongkong branch of the Hongkong and Shanghai Banking Corporation, is leaving for the Far East early in the present month. He has been enjoying himself in Scotland where I have no doubt he came across a number of old China hands spending their vacation amid their native heather. Mr. Basil Taylor, of the Harbour Department, is residing at Ealing and is to be found on most days of the week busily occupied in the city. I have not yet heard when he intends returning. Mr. A. G. Stokes thinks about going back in the course of the next three months, while Mr. J. R. Michael told a friend of mine that he hopes to be able to remain in England until the autumn of next year.

CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

The report for presentation to the shareholders at the tenth ordinary general meeting to be held at the office of the General Managers on Saturday, 26th January, states:—

Annexed we have the pleasure to lay before shareholders a statement of accounts made up to 31st December, 1906.

The gross earnings for the year amount to \$124,050.81 and after deducting all expenses, remuneration to General Managers, Consulting Committee's and Auditors' fees, there remains a balance of \$96,555.75 which it is recommended be appropriated as follows, viz:—

To place to Reserve Fund ... \$15,000.00
To pay a dividend of 8 per cent ... 80,000.00
To carry forward to the credit of next year's account ... \$5,555.75

Consulting Committee.—In accordance with the Articles of Association, Messrs. J. S. Van Buren, Chou Hing Koo, Dr. J. W. Noble and H. P. White retire, but offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. A. O. Gourdin and W. H. Potts who are recommended for re-election.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 5th January, 1907.

ACCOUNTS FOR THE YEAR 1906.

Profit and Loss.

Charges on the year	\$ 97,555
Auditors' fees	2,400.00
Depreciation on Investment of Reserve	5,555.75
Balance	\$112,589.25

Balance brought forward from last year ... \$ 2,791.75
Interest received on Mortgages ... \$124,050.81
Less interest paid, commission ... 16,297.34
Net ... \$112,589.25

BALANCE SHEET.

Capital 200,000 Shares of \$10 ... \$2,000,000.00
Reserve Fund ... 100,000.00
Surplus Profits ... 22,345.75
Company's Bankers ... 115,739.79
Balance of Profit and Loss ... 55,555.75
\$1,333,085.19

Assets.
Loans on Provident System ... \$553,634.49
On Mortgages, Shares ... 645,442.72
Investment of Reserve Fund ... 1,139,077.21
1,338,154.42
2,530 shares China Light & Power Co., Ltd. at \$10 ... 25,300.00
Sundry Debtors ... 119,230.00
Cash ... 8,354.46
\$1,333,085.19

EXPERIMENT WITH APPLES.

NEW MARKET FOR ENGLISH FRUIT.

English apples are now on their way to the Red Sea, and there is a possibility of a new outlet for English fruit to the East, which may compensate for the inflow of foreign orchard produce.

The shipment was made from the Victoria Dock for Port Sudan, in the Red Sea, and is an experiment which will be repeated next season. This year, it is thought, it has been attempted rather late. The apples selected were Wellingtons and Quince's high-class cookers, and Blenheim and Greenings' excellent eating apples. They were grown at Sittingbourne, in the orchards of Mr. George Hodges, of Corbent Garden, and shipped by him. They were carefully selected, fully ripe fruit, and were packed the same as is the foreign-grown fruit, in specially made ventilated barrels.

Mr. Hodges informed a Daily Mail representative that there is no reason why English fruit, which is the best grown, should not be exported to the East. Already a great deal is sent to France and Germany, where it fetches high prices. The chief difficulty is with the growers, who refuse to grade the fruit. They seem to think that anything will do and shuffle apples of all sorts, sizes, and conditions into the same basket. With care in preparing the fruit for export, there is no doubt about the trade increasing yearly.

INTERESTING PICTURE OF CANTON.

Sir Charles Elliot, K.C.M.G., has the following in the Westminster Gazette:—
"In speaking of Canton I have not dwelt on a striking but disagreeable feature of Chinese towns—namely, their extreme filth. The fact is that many parts of Canton are quite clean, though many others are very dirty, and it is unfortunately these other parts which are situated in most of the cities of the Empire. I will not attempt to describe this filth, and want of sanitation; it is not agreeable to see, smell, or write about. I will merely say, with one of those literary allusions of which Chinese are so fond, that there is probably no city in the Empire where the foreigner does not wish for the return of Han Yu, a sage of whom it was written 'Wherever he passed, he purified.' But, unfortunately, he has long been dead, and there remains only a beautiful epitaph on him saying, 'Above in heaven there was no music, and God was sad and summoned him to his place beside the throne.'

Of all the various forms of rubbish which infest the streets of towns there is only one which is less abundant in China than in the West—namely, scraps of paper. The Chinese have an almost superstitious respect for all written or printed matter, and count it little short of impious to tear it or tread on it. Boxes are set in the streets into which people put any old paper they may have, and the contents, together with any other scraps that may be found lying about, are collected and reverently buried by men who are paid by benevolent societies or rich individuals.

After all, I dare say a Chinaman might maintain that English towns are really dirtier than Chinese. You have only to commit any crime, including dirtiness, on a sufficiently large scale, and people will be impressed by the grandeur of your exploits rather than by their filth. If, like the Chinese, you make a mess in the streets, you get called a madman and a shameless disgrace to humanity. If, on the other hand, you pollute a whole district, if you block the earth, blight the trees, and hide the sky with factory smoke, you get called nothing worse than an industrial centre, or an emporium. It is strange that these filthy Chinese towns are not more unhealthily, nevertheless all authorities are agreed that the population is unusually dense, that the people are long-lived and strong, enduring privations and recovering from illnesses which would kill Europeans, and that in spite of what appears to be a foreigner the unbearable discomfort of daily life cheerfulness and contentment are the rule. This is a high accolade to give a country, particularly a country of enormous extent like China, and the good qualities seem to accompany the Chinaman wherever he goes, for he can accommodate himself to all climates and all civilizations, though he obstinately maintains his own customs and never abandons the idea of going home.

Walking in a Chinese town is often a difficult operation, because the various shops encroach on the thoroughfare as much as their owners choose. Chinese law recognizes the right of every household over the road in front of his door without in any way obliging him to keep it in repair. It is a fortunate thing that it is the interest of merchants that passers-by should not be hindered in their way, for otherwise they would soon block up the whole street. But all the streets are not full. Sometimes one is surprised by passing suddenly out of a bustling business quarter into a deserted and ruinous square that seem to have been abandoned a hundred years. Such places are often the result of the Taiping rebellion, which devastated the South of China and the valley of the Yangtze. It was during this rebellion that Nanking lost its celebrated porcelain tower, Sowchow, near Shanghai, has proved its pagoda, but the buildings which remain in a ruinous condition, and have never been repaired.

If the roads are not good inside the city they are much worse outside. It is almost impossible to imagine anything more uncomfortable for a European than a Chinese paved way, constructed by some benevolent monarch of antiquity, but so disjointed and broken by the wear of ages that its flagstones have become a weariness to the foot and an intolerable curse to wheeled vehicles. It is only in wet weather, when one is glad to find any firm support in the sea of liquid mud, that such surfaces justify their existence. But the Chinese road is a much humbler affair, quite devoid of any paving or macadamizing, and merely a path between two fields, with a strong tendency to turn into a ditch. It is singular that in a country where commercial traffic is so strong, and where people move about so much, these bad communications should be tolerated. One reason is that the land is so fertile, and the crops are so good, that the Chinese are not so much dependent on trade as the European. The Government should interfere with an individual's management of that portion of his property which happens to be a road; another is that in many parts the real highways of the Empire are found in the network of rivers and canals covering the whole district. This makes the leisurely transport of goods and passengers by water, and the progress, but those for whom this method of progression is too slow will find all locomotion on land most difficult and precarious, especially in wet weather. Outside the foreign settlements anything which can be called a carriage is very rare. For natives there are heavy carts and wheelbarrows; for foreigners the common vehicle is the rickshaw, which is the most conspicuous feature in the Far East is said to be the invention of a missionary in Japan about thirty years ago, and not to be a native institution.

Even more comfortable than a rickshaw is that genuine Chinese institution—a chair borne by two or more bearers. Though somewhat narrow and cramped to the limbs, it has one advantage, that one is almost invisible within it. The curiosity and prying ways of the Chinese are intolerable to most of us. They will almost mob a European in the street, surround his railway carriage, hold their children up to the window to see the strange animal, and poke their heads in to get a better view. This conduct hardly invites respect, but it is not meant to be nearly as rude as it seems, for there is no privacy in Chinese domestic life; no one has any nerves, and no one mind any amount of observation or noise. Chinese who have been requested to spend the night in their employer's premises at Shanghai instead of returning to the native quarter have declared that they could not sleep because it was so quiet.

My own experience of Chinese has been very favourable. As servants they are excellent, both for remembering and forgetting, and I have found others, not only those who have a smattering of European education but members of the middle class ignorant of all languages but their own, quite civil and ready to explain things to a foreigner. I have been very much refreshed and gratified by a Chinaman. It happened in this way. I was overcome with hunger when visiting a remote Buddhist temple where there were no means of buying provisions. The priests, I confess, were not hospitable, though hospitality is one of their duties. They behaved like the priest and Levite in the parable, and so to speak, passed by on the other side. But an artist who was residing in the belly of the Buddha of the Future behaved

like a good Samaritan and shared his meal with me. It may be that he belonged to a particularly liberal minded class of men, for the Chinese proverb says: "The images which do not worship the gods, the gods know what they are made of." I learnt from my friend and benefactor many curious facts as to idol-making, of which fascinating trade I very nearly made myself an apprentice. One is that the Buddha of the Future is one of the most expensive images, because the Chinese represent him (for what reason antiquarians have never been able to discover) with a large protuberant abdomen and fat cheeks wreathed in smiles. Then, again, a conscientiously made idol is not complete when the outward form and features are finished. Bags of white and red silk representing the human intestines have to be put into the hollow of the body, and also packets of precious and mysterious substances. Then a living animal, such as a cat or a dog, is introduced and imprisoned, so as to give life to the image. The eyes are left blank until the divinity has been placed in the position which he is going to occupy in the temple. Then the pupils are painted in, and the process of god-making, or deification, is complete.

China is a town is naturally full of interest and variety for a stranger, but one cannot help feeling that those for whom the charm of novelty does not exist must lead somewhat dull lives. The incessant industry of Chinese existence, begun often before sunrise, leaves little time for amusement, although markets and fairs offer an agreeable combination of business and pleasure. After working hours a well-to-do Chinaman may frequent concerts or theatres, and perhaps before doing so dine with friends at a restaurant. There is no subject about which it is so difficult to reconcile European and Oriental taste as music. To nearly all Europeans both Chinese and Japanese music sounds like irritating discord. Yet Confucius set high store by it, and it is related that after hearing certain classical compositions he could not resist the taste of meat for three months—a remarkable result, and the frivolous Westerner will be liable to think that he was thoroughly upset. Modern music is divided into sacred and popular. The former is chiefly used in the Imperial ceremonies, and is described by the few who have heard it as plaintive but not unpleasant. Popular music is noisy and monotonous. In many states of mind it is intolerably irritating, and the best I can say for it is that if one abandons oneself to its influence with sympathetic receptivity one may feel a certain excitement and rhapsody of fancy.

The theatre is the national pastime of China. There are several in every large town, and bands of strolling players visit the country villages, except in the matter of dresses, which are gorgeous, little is needed in the way of properties, a hall and a stage are all that are required, and even the hall is not necessary if the weather is fine. No scenery of any kind is used, nor is there any attempt to make the action seem real. Dead bodies walk off the stage, and sometimes hardly take the trouble to die properly. Hence Europeans generally find Chinese plays intolerably dull, the more so as even those who are well acquainted with the language cannot understand the stilted and artificial style used in declamation. But the Chinaman looks at the whole thing from another point of view. He does not go to see a spectacle or to hear fine language, for in China the drama is expressly created for him, and actors and their descendants are excluded from the literary examinations. Hence declamation of character or even a good plot is not expected. What is expected is that actors should make a story seem real by their gestures and intonations. These seem to us somewhat exaggerated, but they clearly satisfy the audience, who show great animation over such things as a child crying or the vision of an angel heard gradually descending from heaven. It would seem that, contrary to the common belief of Europeans, Chinese plays are not very long, and as a rule take less than an hour to act. The performance is inordinately loud, and may last all day or several days, but it is composed of a number of short pieces, which succeed one another without intervals. Some of the learned maintain that the drama was first introduced under Kubli Khan and the Mongol dynasty, but according to a Chinese tradition a monarch of the Tang dynasty paid a visit to the moon, and brought back with him this new style of entertainment, which may perhaps account for the extraordinary character of the Chinese theatre.

JAPANESE IN AMERICA.

A DIFFICULT PROBLEM.

The Daily Telegraph correspondent at Washington writes. The Japanese problem in California is now regarded as a great national issue, involving as it does either something more than a brow-beating for California at the hands of the Federal Government or something more than a serious disappointment for Japan. It is a problem which has become a national worry in Administration. As I have pointed out already in The Daily Telegraph, it is not merely California, but the entire Pacific Coast which is made a dead-end against the Japanese, classing that proud, powerful, and martial race on the same footing as the Chinese, while the Japanese, judging from private reports we hear

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No. 17, QUEEN'S ROAD.

THE LEADING COGNAC.

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BRANDY ***

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12, QUEEN'S ROAD-CENTRAL.

BODY AND LIMBS
RED PATCHES

Like Ringworm—Soreness and Itching Almost Unbearable—Doctor's Remedies made Him Worse—Could not Work with Comfort.

CUTICURA EFFECTS
A PERFECT CURE

"About October of last year I noticed a small round red patch on each of my lower limbs not unlike ringworm. It gradually got so large and irritating that I could not go on with my work in comfort. Finally, sores began to spread all over both of my limbs and the itching and pain was so acute that I consulted a doctor who said the complaint was eczema. He gave me some salve, which I used for several weeks. Instead of improving, however, they got gradually worse and the soreness and itching at last got almost unbearable. I tried all kinds of other ointments which did me no good. One day I happened to see an account of how Cuticura Remedies had cured a case something like my own and I determined to try them. The following day I had lost discomfort, and after using the Cuticura Remedies awhile my skin began to heal. The itching and irritation died away and the skin itself assumed a healthier appearance too. Penetration with Cuticura has now resulted in a perfect cure. The quantity required was one oval of Cuticura Pills, two boxes of Cuticura Ointment, and two tablets of Cuticura Soap. I will always recommend Cuticura to my friends. Daniel Slepton, 200 Bayshore Ave., Queensbury, Feb. 5, 1906."

ONE NIGHT TREATMENT
For Sore Hands and Feet with Cuticura.

Soak the hands or feet on retiring in strong but creamy lather of Cuticura Soap. Dry and anoint freely with Cuticura Ointment, the great Skin Cure. Wear on the hands during the night old loose gloves, or bandage the feet lightly in old soft cotton or linen. Complete Cures and Instant Relief for Every Itching Rash, Eczema, and All kinds of Skin Diseases. Cuticura Remedies are sold everywhere. Sole Importers for the U.S.A., The Cuticura Remedies Co., 150 N. 2nd St., New York City. Sold throughout the world. Dealers: Australia, R. Towns & Co., Sydney; London, Messrs. J. W. & J. G. Roberts, 1, Rue de la Paix; Paris; Hong Kong, Messrs. J. W. & J. G. Roberts, 1, Rue de la Paix; Peking, Messrs. J. W. & J. G. Roberts, 1, Rue de la Paix; Shanghai, Messrs. J. W. & J. G. Roberts, 1, Rue de la Paix; Singapore, Messrs. J. W. & J. G. Roberts, 1, Rue de la Paix; Yokohama, Messrs. J. W. & J. G. Roberts, 1, Rue de la Paix.

from Tokyo, rather than from the diplomatic newspaper cablegrams, bitterly resent aggressions of racial inequality, and are disposed to seek very hard to secure the fulfillment of the treaty which provides that Americans in Japan and Japanese in the United States shall be so subject to any discrimination as regards educational or other privileges. It is a pretty quarrel as it stands and might, with clumsy treatment, lay the seeds of intense and possibly permanent enmity between the two powerful nations involved.

Already the refusal to allow Japanese in the San Francisco schools along with whites and the relegation of the same to the schools provided primarily for Chinese, has done much mischief to American interests in Tokyo, for the Japanese regard the Chinese as their inferiors and they look upon the Californian discrimination as a national slight. President Roosevelt, as usual, is taking a strong common-sense point of view, urging that in treaty obligations a State cannot override the Federal Power, and that a treaty once made should be honourably observed.

Mr. Motell, President Roosevelt's commissioner to San Francisco, who is himself a Californian, has given the authorities here the idea that as regards the Japanese the Pacific Coast stands as one, and would contest the Government's right to introduce Americans on the Pacific, looking ahead, seem to fear a sort of industrial invasion by the resourceful and enterprising Japanese, who are, they say, already sending out big numbers to the Hawaiian Islands, and many of these in the grand eastward movement across the Pacific will, it is thought, come to the Golden Gate. Unlike other nationalities, the Japanese do not become absorbed into the general population of America, like the Italians or French, for example, but preserve their isolation, identity, and characteristics, no matter how long they may stay here. The disposition on the Pacific coast is to regard the Japanese emigrant as presenting something of a menace of the negro type, and of the negro problems the average American has had more than enough. Obviously, it is not the desire of the Administration here to create a deep-rooted feeling in Japan against the United States, and it is equally objectionable, according to many, to run counter to the expressed wishes of the Pacific Coast. People here rather expect that Mr. Roosevelt will bring the whole question before Congress at an early date.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, Daily Press, only, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telephone Address: PRESS. Codes: A.B.C., 5th Ed. Lister's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

BY Order of the Board of Directors I have this Day handed over the Management of the Local Branch of the DEUTSCH ASIATISCHE BANK to Mr. F. JUNG.

H. SUTER, Manager.

Hongkong, 7th January 1907. [165]

WANTED.

WANTED AT ONCE - Efficient STENOGRAPHER and TYPIST (Remuneration Apply Statute Age, Nationality, Speed, Experience and Salary).

OMEGA, Care of "Daily Press" Office.

Hongkong, 8th January, 1907. [161]

SITUATION WANTED.

A PORTUGUESE CLERK with 6 years' experience in Mercantile Firms, bearing Good References, WANTS SITUATION; Coast Ports no objection.

Apply to - "R.E.", Care of "Daily Press" Office.

Hongkong, 8th January, 1907. [173]

OLD STAMPS.

WE wish to BUY OLD issues of STAMPS from all Countries, also the Stamps now in use.

We will take any quantity, and pay High Prices in U.S. Gold. We ask only that the Stamps be in good condition and clear of paper. Correspondence invited. - We would be pleased to make ourselves known to you. We will return a memo of all Stamps received with Prices paid for each kind. Address: JOHN P. COOPER, Stamp Importers, 38, Piers Place, Red Bank, N.Y. U.S.A.

Hongkong, 8th January, 1907. [167]

BOTHEN MARK LODGE, No. 284.

A REGULAR MEETING of the BOTHEEN MARK LODGE will be held at the FREEMASONS' HALL on MONDAY, the 14th January, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 8th January, 1907. [169]

THE TRADE MARKS ORDINANCE 1893.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that THE HONGKONG MILLING COMPANY, LIMITED, of Victoria, in the Colony of Hongkong, have on the 13th day of December, 1906, applied for the Registration, in Hongkong, in the REGISTER OF TRADE MARKS, of the following Trade Marks, viz:-

1. A Picture of a FIR TREE and the words "FIR TREE".

2. A Picture of a FORT surrounded by a wreath and the words "THE FORT".

3. Two Pictures of CHINESE CAKES.

4. A Picture of a FORT surrounded by a wreath and the words "THE FORT".

in the name of the said HONGKONG MILLING COMPANY, LIMITED, who claim to be the Sole Proprietors thereof.

The Trade Marks are intended to be used by the Applicants in respect of the following Goods respectively, in the following Classes respectively, viz:-

CLASS 42 IN RESPECT OF FLOUR.

A Facsimile of such TRADE MARKS can be seen at the Office of the Colonial Secretary of Hongkong, or of the undersigned.

Dated the 8th day of January, 1907.

HASTINGS & HASTINGS, Solicitors for the Applicants, 38, Queen's Road Central.

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JAVA-CHINA-JAPAN LINE.

FOR BATAVIA, CHERIBON, SAMARANG, SOERABAYA & MACASSAR. (Taking cargo to all ports in Netherlands India on through Bill of Lading).

THE Steamship "TJIPANAS," Captain Pandor, will be despatched for the above Ports on or about the 17th inst.

For information as to Freight and Passage, apply to the

Head Agent of the JAVA-CHINA-JAPAN LINE, (Yok Buildings, 1st Floor).

Hongkong, 8th January, 1907. [171]

THE HONGKONG WEEKLY PRESS AND CHINA OVERSEA TRADE REPORT is now ready and contains:-

Editorials of the Week's News.

Leading Articles:-

Natural Adaptability of Population.

Probable Beginnings of Chinese Constitution.

Rebellion.

Chinese Symptoms.

Boycott Revival.

Supreme Court.

Kowloon Dock Bill.

Lawyers and Soldiers.

Visit to New Water Works.

Boycott Revival.

Business Review of 1906.

Local and District Events 1906.

Canton.

Macao.

Wedding.

Middle-class Female Relief.

Recent Depreciation of Gold.

Fire at Tai Kok Tsui.

Interesting Shanghai Judgment.

Special Topics Club.

Correspondence.

Review of Exchange, Bar Silver and Bank Rate of Discount for 1906.

Commercial Shipping.

Extra copies 30 cents each. Cash.

Copies can be posted from the Office to address sent, including postage 34 cents each.

* \$1 Cash for three copies.

Subscription: \$12 per Annum, payable in advance; postage 32.

Hongkong, 8th January, 1907.

NEW ADVERTISEMENTS

HAMBURG-AMERIKA LINE.

THE H.A.L. Steamship

"SILESIA."

Captain Bahle, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Under- signed and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th Jan. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th Jan. at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 7th January, 1907. [172]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"JAVA."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 4 hours.

Goods not cleared by the 13th inst. at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 7th January, 1907. [1]

NAVIGAZIONE GENERALE ITALIANA

(Florida and Rubattino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 14th January will be subject to rent.

CARLOWITZ & Co., Agents.

Hongkong, 7th January, 1907. [4]

THE EAST ASIATIC COMPANY, LIMITED, OF COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"KINA."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. a.m. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on SATURDAY, the 12th inst., at 2.30 p.m.

All Claims must reach us before the 19th inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

THE EAST ASIATIC CO., LD., MELCHERS & Co., Agents.

Hongkong, 7th January, 1907. [9]

NORDDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ HEINRICH."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 9th inst., at 9.30 a.m.

All Claims must reach us before the 16th inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 3rd January, 1907. [5]

NEW ADVERTISEMENTS

TO LET - (WELL FURNISHED).

BIRNAM BRAE CONDUIT ROAD. EIGHT-ROOMED HOUSE, Billiard Room, with full-size Table, 3 Bath-rooms, Drying Room, Store-room and Pantry. Good Tennis Lawn, Electric Light and Bells, and a Telephone. For 6 or 8 months, from 1st April. Apply to - "G. M. B.", Care of "China Mail" Office.

Hongkong, 8th January, 1907. [163]

S.S. "OCEANIC," COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London or as s.s. "Matapa" and "Dorlogne," from Havre or as s.s. "Dorlogne," from Bordeaux or as s.s. "President Leroy Lallier," in connection with above steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 p.m. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the undersigned, Goods remaining undelivered after MONDAY, the 14th Jan., at 2.30 p.m. will be subject to rent and landing charges.

All claims must be sent in to me on or before the 14th Jan., or they will not be recognised.

All damaged packages will be examined on MONDAY, the 14th Jan., at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 7th January, 1907. [2]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (WEDNESDAY), the 9th January, 1907, at 2 p.m. at No. 4, Queen's Road Central, A LARGE ASSORTMENT OF SILVER AND IVORY WARE, Consisting:-

SILVER BOWLS, CUPS, POWDER BOXES, CARD CASES, VASES, SALT CELLARS, BUCKLES, HAT PINS, &c., &c.; Also

A Quantity of CARVED IVORY FIGURES, PHOTO FRAMES, &c., &c.

A Number of SILK EMBROIDERED BED PILLOW, TABLE and CUSHION COVERS.

Catalogues will be issued. Terms:- As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 4th January, 1907. [132]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, ON WEDNESDAY, the 23rd January, 1907, commencing at 3 p.m., on Board the "BANKER," the following:-

H.M. Surveying Vessel "RAMBLER," Single Screw, Composite built, Copper Sheathed.

Displacement ... 835 Tons.

Indicated Horse Power ... 650 N.D.

Extreme Length ... 163 ft. 3 in.

Extreme Breadth ... 29 ft. 8 in.

Built ... 1840.

Engines ... Compound Surface Condensing, Horizontal, by Elder.

Propeller ... One Griffith's Gun metal.

Boiler ... Three Cylindrical Direct Tubular.

Load on Safety Valves ... 60 lbs.

Distilling Condenser ... Two Normal's.

Single No. 10 distilling 2,839 gallons of water per 24 hours.

HULK "MIDGE."

Late Twin Screw Gun Vessel, 603 tons, Composite built, Copper Sheathed.

Length ... 155 ft. 0 in.

Breadth ... 25 ft. 0 in.

To be Sold as they now lie in Hongkong Harbour, with Fittings, &c., on board.

A list of Fittings, &c., to be Sold with H.M.S. "RAMBLER" may be seen at the Office of the Naval Store Officer, H.M. Naval Yard.

The Admiralty will not be responsible for any errors in description of Ship, Fittings, Stores, &c.

The Vessels will be OPEN TO INSPECTION for seven days before date of Sale, between 10 a.m. and Noon and 2 and 4 p.m. (Saturday and Sunday excepted).

Inspecting Orders can be obtained from the Auctioneers.

Terms:- Cash before delivery. 25 per cent of the purchase money to be paid on the fall of the Hammer, balance and the clearance to be effected within 7 days after date of Sale.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 28th December, 1906. [112]

TO LET

TO LET.

2 FOUR-ROOMED HOUSES at Praya East, near East Point.

Apply to - JARDINE, MATHESON & CO. Hongkong, 3rd January, 1907. [137]

TO LET.

IN ALEXANDRA BUILDINGS Small Office on Second Floor.

Apply to - SECRETARY, A. S. Watson & Co., Ltd. Hongkong, 4th January, 1907. [150]

TO LET.

ONE OFFICE ROOM on Second Floor PRINCE'S BUILDINGS.

Apply to - REUTER, BROCKELMANN & CO. Hongkong, 7th January, 1907. [161]

TO LET.

NOS. 1 and 3, ORMSBY VILLAS GRANVILLE ROAD, Kowloon.

Apply to - SPANISH PROCURATION. Hongkong, 3rd January, 1907. [138]

TO LET

TO LET.

RAVENSHILL WEST No. 3, PARK ROAD.

Apply to - DEACON, LOOKER & DEACON. Hongkong, 5th December, 1906. [104]

TO BE LET.

FURNISHED.

FROM THE 2ND WEEK IN APRIL NEXT.

"TAN MOR" PEAK ROAD, Six Good Rooms, 3 Bath Rooms, Drying and Store Rooms, Grass Tennis Court. Moderate rental to good tenant.

Apply to - HUMPHREYS' ESTATE & FINANCE CO., LD. Hongkong, 18th December, 1906. [117]

TO LET.

No. 2, MACDONNELL ROAD.

Apply to - COMPTON'S DEPARTMENT, Nippon Yasan Kaisha. Hongkong, 8th Jan., 1907. [97]

TO LET.

No. 27, SEYMORE ROAD.

4 New Houses in KENNEDY ROAD, near Wan Chai.

No. 18, MACDONNELL ROAD, "TANG YUEN."

No. 90 & 91 GODOWN PRAYA EAST.

Apply to - SAM WANG CO., LTD. 81, Queen's Road Central. Hongkong, 13th November, 1906. [103]

TO LET.

FULLY FURNISHED - from April 15th.

ALTEDENA, BARKER ROAD, the PEAK. Seven Rooms with ample Bath and Dry Rooms. Apply to - J. S. VAN BUREN, Care of Nippon Yasan Kaisha. Hongkong, 8th January, 1907. [135]

TO LET.

No. 1, WEST END TERRACE, Shamoen, Canton.

Apply to - HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 11th December, 1906. [91]

TO LET.

2ND FLOOR No. 12, Queen's Road Central.

SEMI-DETACHED BUNGALOW (Six C.P. Chater's), Robinson Road, Kowloon.

Apply to - LEIGH & ORANGE, 1, Des Voeux Road. Hongkong, 1st June, 1906. [94]

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING.

"BANFURLY" CONDUIT ROAD. A HOUSE in WONG NEI CHONG ROAD. GODOWNS

GOVERNMENT AND MUNICIPAL PREMIUM BONDS.

WE are the Largest Dealers in the World of these attractive Securities
WRITE to us at once for our Year Book giving full particulars.

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They are high-class and absolutely SAFE SECURITIES, payable to Bearer, issued by the various Governments and Municipalities of Europe—they are redeemable at periodical Drawings either WITH CASH PRIZES varying from £10 to £10,000, or, at the very least, at their full nominal value.

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(Also Plasmon Cocoa, Oats, Biscuits, &c.)

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AUCTIONEER.

C. DE M. C. VIEIRA-RIBEIRO,
Auctioneer, Commissions solicited. Account Sales rendered and settlements effected promptly. No. 8A, Queen's Road Central, Hongkong.

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M. MUMBY, JAPANESE ARTIST.
Bromide and Crayon Engravings, and also colouring Photos and relief Photos. Views of China and Mania. Work done for Amateurs. No. 8A, Queen's Road Central.

PRINTING.

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

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F. A. V. RIBEIRO,
Typewriting Work Undertaken, Cleaned, Repaired, Overhauled. Charges moderate. (late of the Hongkong Typewriting Bureau) 8A, Queen's Road Central (First-floor).

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.
WITH CHAMBER FOR 10 CARTRIDGES FIRING 10 SHOTS IN 2 SECONDS. SIEMSEN & CO. Hongkong, 3rd October, 1906. 48

NEW CARTRIDGES.

BY Popular English Manufacturers. In all Hong and Siam.
SMOKELESS POWDER and CHILLED SHOT. From No. 10 to 33SG. at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & CO. Hongkong, 26th October, 1906. 1924

DAVID CORSE & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX CANVAS RELIANCE CROWN TARPULING ARNOLD, KARBEG & CO. Sole Agents. 2295

JUST PUBLISHED.

NOW ON SALE.

THE FIFTY YEARS

ANGLO-CHINESE CALENDAR

日曆英中十五年

FROM 1ST JANUARY, 1861 TO 31ST DECEMBER 1913, BEING FROM THE 1ST YEAR OF THE 70TH CYCLE TO THE 50TH YEAR OF THE 70TH CYCLE, THAT IS THE 3RD YEAR OF TUNG CHI TO THE 39TH YEAR OF KWANG TAI.
PRICE \$2 CASH.
On sale at the HONGKONG "DAILY PRESS" OFFICE, or Agents in all the Ports of the Far East.
The Book will be sent by Registered Post (free) to any part of the World unrepresented Agents on receipt of Money order, Hongkong, 3rd October, 1906. 1841

SCIENTIFIC MISCELLANY

A VISION OF WHAT THE FUTURE SAVES—A HUMBUG OLOGY—THE COMING MUSEUM—A NEW ASTRONOMICAL SCIENCE—RAPID PICTURE PRINTING—A BOTANICAL PUZZLE—BRITISH TAILS.

The electrolytic recovery of gold from seawater is still a dream of many European chemists. A Nodon proposes to use as electrodes sheets of copper and lead, or lead and cast-iron, each about one twenty-fifth of an inch in thickness, and to surround these plates with porous canvas bags for collecting the gold that fails to adhere. The bath, within reach of the tide, would have a depth of two meters and a width of ten meters (about 33 feet). With cement partitions every 49 meters, a battery of 100 such baths could be built together, and it is calculated that this would furnish 150 grams of gold per day of twelve hours. In this time 3,000 cubic meters of water would be treated a current of 5,000 amperes at 2.5 volts being required. The annual cost is estimated at \$12,000 and the profit is figured at \$20,000 on a capital of \$4,000.

British seas, we are told, would have prevented great loss at San Francisco, where the contents of a large proportion of so-called fire-proof safes and vaults were destroyed. The American plan of insulating with a filling of insulating earth or asbestos is condemned as sure to fail in severe test, and it is affirmed that not a fireproof but a steam-generating and moisture-evolving composition—drying to a non-conducting material—is needed to keep the inside cool for the longest possible time. English makers allege that this difference gives superiority to their safes.

Graphology has been proven by Alfred Binet to be utterly without scientific value. Experts failed to distinguish between the hand-writing of a man and that of a woman, of an old man and of a youth, and of an idiot and of an idiot. The penmanship of a brutal murderer was pronounced that of a young girl of great moderation.

In America's evolution, the university and the public library have been added to the little red schoolhouse and the public laboratory and the industrial museum may reasonably be expected soon. The importance of the last is urged by Alfred Sang in the Engineering Magazine. This would be a great educator of the entire public, would stimulate invention, and would safeguard ingenious mechanics against many mistakes and much repetition. As the best existing example is cited the Conservatoire des Arts et Metiers of Paris, which was established during the Revolution for the free teaching of the applied sciences. It provides evening courses in 22 subjects, has extensive testing laboratories, a museum of 13,000 models and pieces of apparatus, and industrial library of 4,000 volumes, and a reading room containing periodicals, but it is now years behind the times. One of its interesting exhibits is a Scott graphophone, which gave a tin-foil record and reproduction of a corn not sold before Edison was born. The ideal museum would have a section or alcove for each industry, which would be under the supervision of an expert, and would show up to date processes, with models of proposed apparatus and of ideas—that have proven failures, also raw materials, and the literature of the subject, and all would be easily accessible.

Plantology, the new science proposed by Prof. E. S. Morse, would study the conditions of distant planets by applying geology, meteorology, physical geography, geodesy and other terrestrial sciences. It confirms the idea that Mars is inhabited. The reality of the markings—or "canals"—and their seasonal variation has been proven by the most careful observers, including Prof. Morse himself, and our earth knowledge strongly suggests that the scant Martian water supply is released from its winter looking up in the polar ice-caps, the systematic irrigation works conduct it to the most suitable spots, where it creates oases of vegetation.

Black walnut now comes chiefly from southwestern Missouri, Arkansas, Oklahoma and Indian Territory. The annual production is about 33,000,000 feet, most of which goes to Germany.

The new process of illustration brought out by Sir Joseph Swan is described as a combination of photograph, half-tone and collotype. It makes possible the printing from the plate of several hundred impressions per hour, and it is adapted for plain and colored paper, which is much more agreeable to the eye than the usual glossy surface. The ruled glass screen is used to break up the tones into dots of different sizes as in ordinary half-tone pictures. In half-tones work the printing ink is left on the highest surfaces of the block; in photograph it is wiped off from the raised surfaces and taken up by the paper from the depressions; and in collotype the printing surface is quite flat, grooves parts retaining the ink while the remaining surface is wet and repels the ink. In the new process, the hollows hold the ink while the highest surface is made repellent so that it keeps clean without wiping as the rollers pass rapidly over it.

Plant memory is a problem for the inquisitive botanist. In 1901 a plant allied to the squash and pumpkin was brought to New York from the desert of Sonora, in Mexico, and since then it has been kept without watering—in a strange climate 3,000 miles from home. During the six weeks of rain in the desert the plant grows its leaves and flowers and perfects its seed. Then it dries up, and leaves only a water-filled gourd, which a thick, hard shell seals against animals and evaporation. The transplanted specimen still remembers the rainy season of six weeks. It wakes, sends out rootlets, stems and leaves, and then dries up again until the following year.

The peculiar brittleness of their tails is sometimes an advantage to certain lizards. Pe-ching heads down over a rock, the diamond-tailed gecko for example, is often seized by a hawk, when the tail snaps off, and the animal calmly wriggles away to grow another.

THE FOREIGN OFFICE.

The ways of the British Foreign Office are always wonderful, but we doubt whether those who direct them have ever arrived at a more astonishing decision than that which was announced by Sir Edward Grey to the House of Commons. For many years Geography has been an obligatory subject of examination for candidates for the Foreign Office and the Diplomatic Service, but from July next it will not only cease to be obligatory, but candidates will not even be allowed to offer it as an optional subject. Sir John Lubbock, called attention to the matter in a letter addressed to the Times last week, and such well-known geographers as Mr. Mackinder and General Russell have done their best to rouse the authorities to sense of the amazing wisdom of the decision. We question, however, whether they or anyone else will succeed in convincing the Foreign Office. A department which can practically ignore the major portion of the Far East for years, and trust British interests in the vast untapped markets of China as of rather less importance than our trade with the Eskimo, is capable of resisting every effort to convince it that it has made a mistake. Apparently nothing but a desire for uniformity is responsible for the exclusion of Geography from the examination. Candidates for the other branches of the Civil Service are not compelled—very wisely, we think—to take up Geography, and so the Foreign Office, just in order to be in the fashion, has determined to abandon it. Probably it is found more economical to hand over Foreign Office candidates to the combined examination which now serves for the Home Civil Service and the Indian Civil Service alike rather than to hold any special examination for them. That a young diplomatist may need not only a different temperament but different knowledge from a clerk in the Education Office or a building Inspector of Factories, never seems to have occurred to the authorities of the Foreign Office at all. Yet, of all people in the world, they should be the most conscious of the need, and the most anxious that due provision should be made to meet it.

To no other Foreign Office in the world is the knowledge of Geography of such vital importance as to our own. With a world-wide Empire to deal with it is of the last necessity that those who administer that Department should know the production and the capabilities of the several parts, the types and distribution of the various peoples who inhabit them, the value of the territories, both commercially and strategically, and every available detail of the countries on the borders of the Empire, or in close relation with it. In future, the young diplomatist will, officially, know nothing of these things, but he will be able to offer in the place of this knowledge a well-crammed mass of chemistry, zoology or Sanscrit roots. His foreign rival will find him most agreeable company. He will be able to discuss the qualities of argon in the most fascinating manner, and we can almost see him lecturing European Chancellors on the fauna of their respective countries, and the derivation of their more recent words. But as to whether any importance attaches to Tibet, or whether to keep the trade with China may not demand the utmost vigilance, he will know nothing more than has picked up casually on his way through life. We are very much afraid that this will be totally insufficient to enable him to deal effectively with a rival who has been compelled to make a careful study of these and similar subjects as part of his profession, and to have something more than a bowing acquaintance with them. We disagree altogether with the contention of the Foreign Office that Geography is the widest and most useful of sciences. It is a thing easily acquired in after life. It is a science of absorbing interest, but it demands for its mastery the same application as any other branch of technical knowledge, and a man who has once passed into the Service has neither the time, nor, unless he is a very exceptional person, the inclination to devote the necessary study. He is not only an amateur in the most subject above all others in which it is most desirable that he should be a professional.

The only argument we can conceive for the disastrous change resolved upon is that the Foreign Office has done so badly while possessing a knowledge of Geography that it cannot possibly do worse when it has none. We admit that the remarkable history of Wei-hai-wei gives some colour to their contention, but we should have thought that it afforded better reason for teaching the subject, rather than for not teaching it at all. There was once a Duke of Newcastle at the head of the Department who was so delighted at learning for the first time that Newfoundland was an island that he congratulated his informant on always being the first to bring him good news, and added that he must really go and tell the King. Does Sir Edward Grey desire to see us revert to the state of things of which that was the type? In a world which is at once narrowing by the increase in the facilities of communication, and growing by the development of new territories and the rise of new powers, a knowledge of Geography is becoming of greater and greater importance every day. The Royal Society has found it worth while to expand the whole of the £30,000 found by the British South Africa Company upon a problem so purely geographical as the determination of the South African Meridian Arc. The University of Cambridge has found it worth while to devote to the study of the subject of Geography a good portion of the attention they have hitherto given to more academic subjects, and have not denied it a place in their most important examinations. The plea that it does not give sufficient training to the mind of a youth is ridiculous. Any science, scientifically treated, will do that, and all sciences that of Geography is one of the best adapted to enlarge the mind and expand the ideas. "They little know of England that only England know," but this unhappy limitation would seem to be the ideal of those Foreign Office authorities who would deprive the future diplomatist of that knowledge of a science so important to British representatives, the foundation of which can only be laid in youth—*Geography*.

LATEST STEAMER MOVEMENTS.

The P. & O. str. *Arctica* left Singapore for this port on the 7th inst. at 8 a.m., with the outward English mails, and is due here on the 5th inst. about 3 p.m.
The C.P.R. str. *Empress of India* arrived at Yokohama at 8.30 a.m. on Monday, the 4th inst., and left again at noon same day for Hongkong, where she is to arrive at 10 a.m. on Tuesday, the 6th inst.
The H.A.L. str. *Hohenstaufen* left Shanghai on the 6th inst. at 2 p.m., and may be expected here on the 8th inst.
The J.-C. J. str. *Tijpana* left Kobe for this port on the 3rd inst., and may be expected here on or about the 14th inst.

How to be BEAUTIFUL—Keep your complexion. Mrs. Elice's Crème Charmant, Lait Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. For Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents. 731

NOTICES OF FIRMS

NOTICE.

FROM This Date we TRANSFER our Business to MESSRS. DEACON & Co. ROWE & Co. Canton, 31st December, 1906. 132

NOTICE.

THE Interest and Responsibility of Mr. ROBERT HUNTER BRUCE in our Firm CEASED on 31st December, 1906. We have Admitted Mr. WILLIAM WILSON and Mr. RICHARD NIKOLAUS ONLY Partners in our Firm from This Date. TAIT & Co. Amoy, 1st January, 1907. 153

CANADIAN PACIFIC RAILWAY COMPANY.

NOTICE.

IN Conformity with telegraphic instructions received from the HEAD OFFICE the undersigned ASSUMES CHARGE of the Company's business at China Ports from This Date, in succession to Mr. D. E. BROWN, transferred.

D. W. CRADDOCK,
General Traffic Agent for China.
Hongkong, 1st January, 1907. 131

NOTICE.

I have This Day admitted my Son, JEHANGIR HORMUSJEE BUTT, as a PARTNER in my Firm, which hereafter will be carried on under the name and style of "H. BUTTJEE & SON."

H. BUTTJEE.
Hongkong, 1st January, 1907. 122

INTIMATIONS

UNION INSURANCE SOCIETY OF CANADIAN, LIMITED.

NOTICE.

THE CERTIFICATE No. 1932 for One Share numbered 43, on which the Sum of \$25 has been paid, standing in the register in the name of JOHN C. BRENTNALL, having been declared LOST, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced to the Society on or before the First day of March next, a new Certificate for the said share will be issued by the Society and the old Certificate will thereafter be held as Null and Void.

By Order of the Board of Directors.
W. J. SAUNDERS,
Secretary.
Hongkong, 4th January, 1907. 148

THE ALL NATIONS' HIGH SCHOOL AND GRADED COLLEGE.

THIS COLLEGE is now in position to receive Pupils of all ages, either with or without board and lodging. For a thorough practical education, no better School can be found on the China Coast. Fees very moderate. Inquire at No. 4, Canarvus Road, Kowloon, or address Mr. F. L. CLYDE, the Principal, at the College.
Hongkong, 24th December, 1906. 2341

PRIVATE INFORMATION BUREAU.

ANY person wishing to obtain Private Information on any subject of legal concern should apply to the SOUTH CHINA INFORMATION BUREAU and INQUIRY OFFICE, No. 14, Des Voeux Road Central, 2nd floor. The Bureau is managed by one who is thoroughly acquainted with the customs, habits, manners and language of the Europeans, Chinese and nearly every other nationality found in Hongkong and neighbourhood, assisted by a thoroughly competent staff. Charges very moderate. Office hours from 2.30 to 7 p.m. daily.
Hongkong, 25th December, 1906. 2342

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PHILATELIC GOODS AT PRICES TO SUIT ANY BUYERS. GRACA & CO. Hongkong Hotel Corridor. Hongkong, 1st January, 1907. 1128

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FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purposes. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 89 YEARS' LEASE. For Particulars apply—
GEO. FENWICK & Co., Ltd.
Hongkong, 8th June, 1903. 1166

SHIPPING IN PORT.


STEAMERS.

AKI MARU, Japanese str., 3,995, M. Yagi, 31st December—Shanghai 25th Dec., General.—Nippon Yusen Kaisha.
ALCANTARA, British str., 4,278, D. Davies, 6th January—Singapore 29th Dec., General.—Butterfield & Swire.
AMERICA MARU, Japanese str., 3,460, Philip Coling, 1st January—San Francisco via Ports 30th Nov., General.—Toyo Kisen Kaisha.
AMOI, British str., 633, H. Plimbeck, 14th December—Amoy 13th Dec., General.—Sauder, Wieler & Co.
ANDRES RICKMERS, German str., 1,020, W. Tamber, 8th Dec.—Bangkok 29th Nov., General.—Butterfield & Swire.
CHANGSHA, British str., 2,300, Thomas Moore, 4th Jan.—Kobe via Kuchinotsu 31st Dec., General.—Butterfield & Swire.
CHUENYU, Chinese str., 1,177, C. Stewart, 1st January—Shanghai 28th Dec., General.—Chinsee.
DAIOI MARU, Japanese str., 1,735, M. Hikawa, 1st Jan.—Mojji 31st Dec., General.—Mitsui Bussan Kaisha.
DAKOTA, American str., 13,305, E. Franko, 31st Dec.—Seattle via Shanghai 28th Nov., General.—Nippon Yusen Kaisha.
DAPINE, German str., 1,254, E. Schipper, 4th Jan.—Vladivostok 22nd Dec. and Chetsoo 31st, General.—Hamburg—America Linie.
DEUSAR, Norwegian str., 1,192, J. Bing, 3rd January—Swatow 2nd January, Rice.—Agard, Thorsen & Co.
ELISABETH RICKMERS, German str., 997, W. Botofahr, 20th Dec.—Bangkok 13th Dec., General.—Butterfield & Swire.

EMPEROR OF CHINA, British str., 3,046, R. Archibald, 16th Dec.—Vancouver 27th Nov., Mails and General.—C.P.R. Co.
FOOKIANG, British str., 1,987, W. F. Sawyer, 3rd Jan.—Calcutta 18th Dec., Coal.—Jardine, Matheson & Co.
HALVARD, Norwegian str., 1,066, C. Anderson, 3rd Jan.—Chinkiang 29th Dec., General.—Chinsee.
HANGCHOW, British str., 999, Mawley, 2nd January—Swatow 1st January, General.—Butterfield & Swire.
HANOI, French str., 239, S. Marles, 5th Jan.—Haiphong 1st January and Hanoi 4th General.—A. R. Marly.
HIKOSAN MARU, Japanese str., 2,382, I. Fukui, 28th December—Mojji 23rd Dec., Coal.—Mitsui Bussan Kaisha.
HILARY, German str., 1,276, H. Uecker, 2nd January—Saigon 25th December, Rice.—Sauder, Wieler & Co.
HUICHOW, British str., 1,217, A. Forth, 11th December—Tientsin 4th Dec., General.—Butterfield & Swire.
JOHANN, German str., 952, Iphand, 27th Dec.—Haiphong 25th Dec., Rice.—Johnson & Co.
KIANGSU, British str., 1,222, Burnside, 2nd January—Chinkiang 28th Dec., General.—Chinsee.
KINA, Danish str., 2,756, H. P. Berg, 6th Jan.—Amoy 1st Jan., General.—Molers & Co.
KURICHOW, British str., 1,215, G. Hooker, 10th December—Tientsin 1st Dec. and Chetsoo 5th, General.—Butterfield & Swire.
KUTABA, British str., 3,110, Bradley, 3rd Jan.—Calcutta and Singapore 27th Dec., General.—Jardine, Matheson & Co.
KWONGSANG, British str., 1,428, W. F. Baker, 2nd Jan.—Shanghai 29th Dec. and Swatow 1st Jan., General.—Jardine, Matheson & Co.
LAURET, British str., 1,340, Jackson, 2nd Jan.—Saigon 29th December, Rice and General.—Chinsee.
LISA, Swedish str., 908, H. Hornblad, 16th December—Peking 3rd Dec., Sugar.—Sauder, Wieler & Co.
LONDON, Norwegian str., 757, C. Thurnholm, 5th January—Mojji 30th December, Coal.—Order.
LOYAL, German str., 1,237, Fr. Natzius, 21st November—Bangkok 9th Nov., Rice and General.—Sauder, Wieler & Co.
MACHUW, German str., 905, R. Hollner, 2nd January—Bangkok 24th December, Rice and Wood.—Butterfield & Swire.
MADEIRNE RICKMERS, German str., 1,020, Shumson, 27th Dec.—Bangkok 15th Dec., General.—Butterfield & Swire.
MATHILDE, German str., 831, N. Schenck, 31st Dec.—Haiphong and Hanoi 29th Dec., Coal and Pina.—Johnson & Co.
MONTEAGUE, British str., 3,933, S. Robinson, 14th Sept.—Vancouver 30th Aug., Flour, Lard and General.—C. P. R. Co.
NANSHAN, British str., 1,230, Allan Jones, 1st January—Saigon 24th Dec., Rice and General.—Bradley & Co.
OKWEI, British str., 2,440, Wm. Frame, 6th January—Banbury (W.A.) 19th Dec., Timber.—Order.
PAKIAI, German str., 1,300, H. Dams, 4th Jan.—Bangkok 23rd Dec. and Swatow 3rd Jan., Rice.—Norddeutscher Lloyd.
PAOTING, British str., 1,076, J. Coran, 29th Dec.—Swatow 28th Dec., Ballast.—Butterfield & Swire.
POLDEX, Norwegian str., 780, H. E. Bjorness, 30th Dec.—Wakamatsu 23rd Dec., Coal.—Agard, Thorsen & Co.
PRINZ WALDEMAR, German str., 1,736, C. Williams, 18th Sept.—Kobe 12th Sept., General.—Molers & Co.
RAJAHMUNI, German str., 1,189, O. Koch, 5th January—Bangkok 25th Dec., General.—Molers & Co.
SANTA, German str., 992, Karl, 9th Dec.—Saigon 3rd Dec., Rice.—Shimizu & Co.
SHANGHAIAN, British steamer, 1,000, J. H. Scott, 6th December—Saigon 1st Dec., Rice, &c.—Chinsee.
SIBERIA, American str., 5,655, A. Zander, 5th January—San Francisco 7th Dec., Mails and General.—P. M. S. Co.
SPINAL, German str., 907, G. Schliakier, 5th January—Singapore 25th Dec., General.—Johnson & Co.
SOMERSON, American str., 428, Vitterin, 7th Sept.—Manila 4th Sept., Ballast.—Order.
SOSHI MARU, Japanese str., 1,100, M. Nomoto, 6th Jan.—Shanghai, Fenchow, Amoy and Swatow 5th Jan., General.—Osaka Shosen Kaisha.
SEIR, Norwegian str., 870, Staan, 1st January—Bangkok 19th Dec., Rice—Agard, Thorsen & Co.
STANDARD, Norwegian str., 804, H. N. Ball, 26th Dec.—Hanoi 21st December, Sugar.—Agard, Thorsen & Co.
SULLBERG, German str., 782, C. Luppi, 17th Dec.—Haiphong 12th Dec. and Hanoi 15th, General.—A. R. Marly.
TAIRANG, British steamer, 1,544, W. Gibb, 31st Dec.—Wakamatsu (Japan) 26th Dec., Coal.—Jardine, Matheson & Co.
TAIWAN, British str., 1,040, J. A. Martin, 30th December—Java 14th December, General.—Chinsee.
TAKI MARU, Japanese str., 2,129, C. Matsumura, 5th Jan.—Mojji 31st Dec., Coal.—Arnold, Karberg & Co.
TARTAR, British str., 2,708, W. Davison, 3rd January—Vancouver 7th Dec., General.—C. P. R. Co.
TEAN, British str., 1,346, Somerville, 5th January—Manila 2nd January, Hemp.—Butterfield & Swire.
TELEMACIUS, British str., 1,340, Williamson, 21st Dec.—Saigon 16th Dec., General.—Chinsee.
TIEN SIN, British str., 1,217, Moukman, 22nd December—Swatow 21st Dec., General.—Butterfield & Swire.
TINHOW, British str., 991, T. R. Kidd, 14th Dec.—Saigon 8th Dec., Rice and General.—Arnold, Karberg & Co.
TULATAP, Dutch str., 2,470, P. J. v. Ennemeer, 3rd Jan.—Java 26th Dec., General.—Java-China-Japan Lijn.
TOSLO, Norwegian str., 1,910, C. Borten, 26th December—Port Louis 21st November, Sugar.—Order.
UNDINE, Norwegian str., 1,117, A. Thorbjornsen, 2nd Dec.—from Chetsoo, General.—Agard, Thorsen & Co.
VARE, Norwegian str., 874, H. Brandt, 27th Dec.—Chinkiang 22nd Dec., General.—Order.
WUHU, British str., 1,227, Richards, 2nd Jan.—Shanghai 29th December, General.—Butterfield & Swire.
YAWATA MARU, Japanese str., 2,673, K. Sakuma, 4th Jan.—Mojji 31st Dec., Coal.—Mitsui Bussan Kaisha.
SAILING VESSELS.
ALBOW, British 4-masted barque, 2,970, D. McDonnell, 14th Nov.—New York 20th June, General.—Standard Oil Co.
E. B. SUTTOR, American ship, 1,639, Baltman, 22nd Dec.—Haiphong 1st Dec., Ballast.—Arnold, Karberg & Co.
ESABONI, British ship, 1,670, W. McDermott, 12th Oct.—Manila 13th Sept., Ballast.—Dodwell & Co.
PONAPE, German sch., 229, H. Carlsen, 31st December—Yap 20th December.—German Consul.
PRINCE GEORGE, barkentine, 472, A. R. Anderson, 18th Oct.—Manila 26th September, Old Iron.—Order.

COMPAGNIE DES MESSAGERIES

COMPAGNIE DES MESSAGERIES
MARITIMES.
FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN,
DJIBOUTI, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN
AND BLACK SEA PORTS.

THE Steamship

"YARRA."
Captain Scellier, will be despatched for
MARSEILLES, on TUESDAY, the 28th
January, at 1 P.M.
This Steamer connects at Colombe with the
Australian line *ss. Ville de la Citad*, bound
for Marseilles via LOMBAY and Aden.
Passage tickets and through Bills of Lading
issued for above ports.
Cargo also booked for principal places in
Europe.
Next sailings will be as follows:
ss. "BALAZIE" 22nd Jan.
ss. "OCEANIAN" 5th Feb.
ss. "TOULANE" 19th Feb.
G. DE CHANLEAUX,
Agent.
Hongkong, 27th December 1906. 12

REGULAR STEAMSHIP SERVICE
(WITH LIBERTY TO CALL AT MALACCA
COAST),
PROPOSED SAILINGS FROM HONGKONG,
1907 About

FOR NEW YORK,	
"SATSUMA"	19th Jan.
"SIKIH"	9th Feb.

For Freight and further information, apply to
DODWELL & CO. LD.,
Agents,
Hongkong, 12th November, 1906. 1787



**AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.**


STEAM FOR
FIUME AND TRIESTE (DIRECT,
Calling at SINGAPORE, PENANG
COLOMBO, BOMBAY, KARACH
ADEN, SUEZ and PORT SAID.
(Taking Cargo at through rates to the BRAZIL
to SOUTH AFRICA, PERSIAN GULF, RE
SEA, BLACK SEA, LEVANT, VENICE and
ADRIATIC PORTS).

THE Company's Steamship

Captain Damianovich, will be despatched as above on or about THURSDAY, the 31st inst., P.M.
This Steamer has capital accommodation for passengers, electric light and carries a doctor.
For information as to Passage and Freight apply to
SANDER, WIELER & Co.,
Agents,
Princoe's Buildings.
Hongkong, 5th January, 1907. [3

TOYO KISEN KAISHA.
SOUTH AMERICAN LINE.
FOR SOUTH AMERICAN PORTS via
JAPAN PORTS.
Regular Steamship Service between Hongkong
CALLAO and IQUIQUE via JAPAN PORTS.
Steamer Tons To Sail.
" KASATO MARU " 6,600 In April, 1907
Capt. W. C. T. S. FILLMER.

Taking Freight and Passengers to other
Western Coast Ports of South America.
The above Steamer has splendid Accom-
modation and is fitted throughout with
Electric Light. A duly qualified Surgeon
carried board.
For further information, apply to
K. MATSUDA,
Manager,
York Building,
Hongkong, 28th December, 1906. (10)


MITSUBISHI GOSHI-KWAISHU
(MITSUBISHI CO.)

COAL DEPARTMENT
MARUNO-UCHI, TOKIO.
Cable Address, "IWASAKI,"
which applies to all Branch Offices.
All Letters Addressed:
MANAGER, MITSU BISHI Co.,
with name of place under

BRANCH OFFICES:—
NAGASAKI, MOJI, KOBE, KAPATSU
SHANGHAI, HONGKONG LD.
HANKOW.
AGENTS:—
YOKOHAMA: M. ABADA, Esq.
CHINKIANG: Messrs. GRABING & Co.
MANILA: Messrs. MACDONRAT & Co.
SOLE PROPRIETORS of Takashima
Oobi, Shinzaw, Namazuta and Kami-Yamada
Collieries, and also Hojo Colliery, which will
shortly be ready to produce on a large scale the

best Buzen Coal

The Head and branch Offices and the Agencies of the Company will receive any orders for Coals produced from the above Collieries.

63] T. MATSUKI, Manager, Hongkong.
No. 2, Pedder Street.

THE "DAILY PRESS."

ILLUSTRATED

TYPHOON
PAMPHLET
CONTAINING a FULL ACCOUNT of the
TYPHOON of September 18th, 1900
Illustrated by 20 PHOTOGRAPHIC VIEWS.
PRICE 50 CENTS CASH.
Copies may be obtained from the *Daily Press*

Hongkong, 28th November 1906. [2180

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	ARCADIA	About 10th January	Freight and Passage.
LONDON, &c. via Usual Ports	SIMLA	Noon, 12th January	See Special of Call.
LONDON and ANTWERP	NUBIA	About 16th January	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	Capt. F. J. Fox	January	
SHANGHAI, MOJI, KOBE and YOKOHAMA	NYANZA	About 20th January	Freight and Passage.
	Capt. H. S. Bradshaw	January	

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 8th January, 1907.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	TEAN	On 8th Jan, 4 P.M.
SWATOW, AMOY, NINGPO & SHAI	TIENSTIN	On 8th Jan, 4 P.M.
NINGPO and SHANGHAI	KIUKIANG	On 11th Jan, 4 P.M.
AMOY, CEBU and ILOILO	SUNGKIANG	On 12th Jan, Noon.
YOKOHAMA and KOBÉ	TAIKUAN	On 16th Jan, 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	CHINGTU	On 21st Jan, 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 8th January, 1907.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"SHOSHU MARU" Capt. M. Nemoto	WEDNESDAY, 9th Jan, at 8 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidsips. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 4th January, 1907.

T. ARIMA, Manager.

PASSENGER SEASON 1907.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

FOR

MARSEILLES AND LONDON.

VIA COLOMBO AND BOMBAY.

THE STEAMSHIP

"MACEDONIA,"

10,500 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON,

ON

SATURDAY, 23RD MARCH,

AND IS DUE IN MARSEILLES ON THE 20th APRIL AND LONDON ON THE 27th APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL WILL MAKE A FAST RUN TO MARSEILLES AND LONDON. THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

To MARSEILLES—£61 First and £42 Second Saloon,
To LONDON—£65 First and £44 Second Saloon.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th October, 1906.

[1899]

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
SEYDLITZ	WEDNESDAY 18th January
PRINZ HEINRICH	WEDNESDAY 30th January
PREUSSEN	WEDNESDAY 13th February
PRINZESS ALICE	WEDNESDAY 27th February
PRINZ LUDWIG	WEDNESDAY 13th March
ZIETEN	WEDNESDAY 27th March
PRINZ REGENT LUITPOLD	WEDNESDAY 10th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 24th April
BAVERN	WEDNESDAY 8th May
PRINZ HEINRICH	WEDNESDAY 22nd May
SCHARNHORST	WEDNESDAY 5th June
ROON	WEDNESDAY 19th June
	WEDNESDAY 3rd July

ON WEDNESDAY, the 18th day of JANUARY, 1907, at Noon, the Steamship "SEYDLITZ," Captain C. Dewar, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port at Noon, on MONDAY, the 14th Jan. Cargo and Shipping Orders will be granted till Noon, on MONDAY, the 14th Jan. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 15th Jan. Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 15th Jan.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	261 0 0	242 0 0	223 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	91 0 0	83 0 0	33 0 0
TO NEW YORK VIA SUEZ	65 0 0	44 0 0	24 0 0
VIA NAPLES, GENOA OR GIBRALTAR	97 0 0	66 0 0	36 0 0
VIA BREMEN OR SOUTHAMPTON	64 0 0	44 0 0	26 0 0
TO NEW YORK VIA SUEZ	115 0 0	79 0 0	47 0 0
VIA NAPLES, GENOA OR GIBRALTAR	68 0 0	46 0 0	27 0 0
TO NEW YORK VIA SUEZ	123 0 0	83 0 0	49 0 0

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passengers' expense.

TOUR VIA INDIA: Passengers have the option of using a Steamer of the British India S. N. Co., from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERPRETATION OF THE VOYAGE IN DEPTHS: Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMER	SAILING DATES
MANILA	1790 tons ... FRIDAY, 1st Feb.
PRINZ WALDEMAR	3277 tons ... THURSDAY, 28th Feb.
PRINZ SIGISMUND	3302 tons ... THURSDAY, 28th Mar.

ON FRIDAY, the 1st FEBRUARY, at Noon, the Steamship "MANILA," Captain Mussen, with Mailed Passengers and Cargo, will leave this port as above. The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	return \$50.00	return \$30.00
TO NEW GUINEA	\$28.00	\$18.10	\$12.00	return \$28.00	return \$18.10
TO BRISBANE	\$28.00	\$20.00	\$14.00	return \$28.00	return \$20.00
TO SYDNEY	\$28.00	\$20.00	\$14.00	return \$28.00	return \$20.00
TO MELBOURNE	\$28.00	\$20.00	\$14.00	return \$28.00	return \$20.00
TO YOKOHAMA	\$80.00	\$50.00	\$40.00	return \$80.00	return \$50.00
TO KOBE	\$85.00	\$55.00	\$45.00	return \$85.00	return \$55.00
TO YOKOHAMA and back from KOBE to HONGKONG	\$140.00	\$100.00	\$80.00	return \$140.00	return \$100.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class To EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer \$97. 0. 0. To EUROPE VIA AUSTRALIA AND AMERICA 98. 0. 0. From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	"GNEISENAU"	... Wednesday, 16th Jan.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	"PREUSSEN"	... Wednesday, 30th Jan.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & S.S. Co., T. K. K. and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following Rates:—

1st Class	2nd Class	3rd Class
To London via Plymouth or Southampton	\$62. 0. 0.	\$33. 10. 0.
To Bremen	65. 0. 0.	35. 0. 0.
To Paris via Cherbourg	65. 0. 0.	35. 0. 0.
To Naples, Genoa via Gibraltar	65. 0. 0.	35. 0. 0.

Passage money payable in local currency at current sight Bank, rate of Exchange on the day of payment.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELOCHERS & CO., AGENTS.

PASSENGER SEASON 1907.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

"PRINZESS ALICE" 10,911, ON MARCH 13TH.

CAPT. CH. POLACK.

"PRINZ LUDWIG" 10,500, ON MARCH 27TH.

CAPT. VON BINZER.

CALLING AT NAPLES, GENOA, GIBRALTAR AND
SOUTHAMPTON TO LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

For PARTICULARS, APPLY TO

MELOCHERS & CO.,
AGENTS.

Hongkong, 12th October, 1906.

[2262]

CANADIAN PACIFIC RAILWAY. COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE ON UNDER 11 days Across the Pacific to the "EMPERESS LINE." Sailing 5 to 10 days Ocean Travel. 11 DAYS YOKOHAMA to VANCOUVER. 18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "TARTAR"	4,425 tons	WEDNESDAY, 9th Jan.	2nd Feb.
"EMPERESS OF CHINA"	6,000 tons	THURSDAY, 17th Jan.	4th Feb.
"MONTEAGLE"	6,163 tons	WEDNESDAY, 24th Jan.	16th Feb.
"EMPERESS OF INDIA"	6,000 tons	THURSDAY, 14th Feb.	4th Mar.
"ATHENIAN"	3,882 tons	WEDNESDAY, 20th Feb.	16th Mar.
"EMPERESS OF JAPAN"	6,000 tons	THURSDAY, 14th Mar.	1st April

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 23 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 23 days; via New York 262. Intermediate on Steamers } 240. } and 1st Class Railways } 242.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Ther.

SABANG BAY COALING STATION.

POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS: "HARCOAL" SABANG OR AMSTERDAM. General Agent—G. A. WITT, London, E.C. Coaling Agents—HALL BLYTH & Co., London, E.C.

Favourably situated at the entrance to the Straits of Malacca for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.

BEST WELSH, JAPANESE, OMBILIN, AND BENGAL COAL. No harbour dues, no pilotage charges, and quick despatch given DAY and NIGHT. FRESH WATER and ICE, SHIP'S STORES and PROVISIONS at Moderate Prices. Floating Dock available for Steamers up to 3,000 tons displacement and workshop fitted for any ordinary repairs.

For further particulars apply to the Agents at Hongkong, JAVA-CHINA-JAPAN LIJN, YORK BUILDINGS. [2260]

Cutler, Palmer & Co.'s SPECIAL BLEND WHISKY.

NOTICE TO CONSIGNEES
"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES
S.S. "BENARTY."
FROM LEITH, LONDON AND STRAITS
CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 10th Jan. will be subject to rent. All Claims against the Steamer must be presented to the Underwriter on or before the 18th Jan., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th Jan., at 11 A.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
Hongkong, 4th January, 1907. [1159]

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON
Albion, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. E. La T. Leatham, Manila.
Astraea, 2nd class cruiser, 4,300 tons, 10 guns, 7,000 i.h.p., Captain C. L. Vaughan-Lee, Manila.
Bramble, gunboat, 710 tons, 900 h.p., Lieut. E. C. W. Davison, Shanghai.
Britannia, gunboat, 710 tons, 800 h.p., Lieut. W. L. Bamber, Yangtze.
Calcutta, British ship, 1,070 tons, Comdr. B. L. Majendie, Shanghai.
Clio, British ship, 1,070 tons, Comdr. C. D. S. Raites, Hongkong.
Diadem, 1st class cruiser, 11,000 tons, 16 guns, 16,500 h.p., Capt. Empeville, Hongkong.
Fame, torpedo-boat destroyer, 380 tons, 6 guns, 3,700 h.p., Lieut. Comdr. G. Grasson, Hongkong.
Flora, 2nd class cruiser, 4,380 tons, 10 guns, 7,000 i.h.p., Capt. Grant Dalton, Weihaiwei.
Handy, torpedo-boat destroyer, 267 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Cor. Hongkong.
Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. Comdr. P. Hunkeler, Heaton, Hongkong.
Jana, torpedo-boat destroyer, 230 tons, 6 guns, 3,800 h.p., Lieut. Comdr. Darvall, on route Hongkong.
Kant, cruiser, armoured, 9,800 tons, 14 guns, 22,000 h.p., Captain S. V. Yde Horsey, Manila.
King Alfred, British cruiser, 14,000 tons, Capt. Cecil F. Tharby, Manila.
Kinross, river gunboat, 337 tons, Lieut. Comdr. P. Crabtree, Shanghai.
Monmouth, cruiser, 9,800 tons, Capt. J. A. Tuke, Manila.
Moonen, river gunboat, 180 tons, 2 guns, Lieut. Comdr. Vaughan, West River.
Nightingale, river gunboat, 85 tons, 240 h.p., Lieut. Comdr. E. S. Roy, R.N., Shanghai.
Otter, torpedo-boat destroyer, 350 tons, 6 guns, 8300 i.h.p., Lieut. Comdr. Kidd, en route Hongkong.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Walcott, West River.
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. H. T. Atlay, West River.
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. T. J. S. Lynn, Yangtze.
Taku, torpedo boat destroyer, 267 tons, 6 guns, 4,000 h.p., Lieut. Comdr. C. E. L. Thomas, Hongkong.
Tamar, receiving ship, 4,000 tons, 6 guns, Commodore H. P. Williams, at Hongkong.
Teal, river gunboat, 180 tons, 2 guns, Lieut. Comdr. Secretan, on Yangtze.
Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. West, Yangtze.
Vireo, torpedo-boat destroyer, 330 tons, 6 guns, 8,300 i.h.p., Lieut. Comdr. Stevenson, Hongkong.
Waterwitch, surveying ship, 620 tons, 450 i.h.p., Comdr. A. W. Glennie, Long Harbour.
Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 3,900 h.p., Lieut. Comdr. C. E. L. Thomas, Hongkong.
Wildgoose, gunboat, 180 tons, 2 guns, 800 h.p., Lieut. Comdr. G. D. Spiller-Simson, Yangtze.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. G. J. Todd, Yangtze.

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